

GUIDELINES FOR INSTALLATION OF SPEED HUMPS

The installation of speed humps on streets within the jurisdiction of the City of Hayward will be considered only if found warranted by the Department of Public Works, Transportation/Development Section. The following criteria shall be considered to determine whether speed humps would enhance safety along a given street segment:

Street Geometry and Physical Characteristics:

1. The street must be either a residential street or a local street.
2. The speed limit on the street does not exceed 25 miles per hour.
3. By means of a speed radar survey, it is found that 15% of the traffic travels at 32 mph or greater.
4. The street must be a through street (no cul-de-sacs or alleys), have a paved width of 40 feet or less and be bounded by standard curb and gutter.
5. The street must contain no more than one lane of traffic in each direction.
6. The average daily traffic volume for both directions must range from 500 to 4,000 vehicles per day on average weekdays.
7. The street cannot be in an industrial area, along established truck routes, public transit routes, or established/preferred emergency vehicle routes. Both the Hayward Fire Department and Hayward Police Department must concur.
8. The street grade is less than 5% and the centerline radius is greater than 300 feet.
9. The street must be a through street (no cul-de-sacs) with a minimum length of 750 feet which is uninterrupted by other intersections.

Speed Hump Placement:

1. Humps must be at least 175 feet apart.
2. Humps should be placed at least 250 feet away from nearest intersection, stop sign, or traffic signal.
3. Speed humps should not be installed at locations, which will result in displacement of traffic to parallel streets.
4. Speed humps shall not be placed over manholes, drainage structures, water meters, or other utility access points and shall only be placed at locations which do not create adverse impact on drainage patterns.
5. If possible, speed humps should be placed near existing street lighting.
6. Speed humps shall be installed no closer than 10 feet to the nearest driveway and 25 feet to the nearest fire hydrant.
7. A series of two or more speed humps are usually more effective than single hump installations. Any one series of humps should generally not be greater than one-half

mile in length and the end of one series should not be immediately adjacent to another series.

8. Spacing should allow at least two speed humps on each block.
9. Speed humps shall be located so that they are clearly visible for at least 200 feet from each approach.
10. Speed humps should be positioned on property lines. Placement in front of residences should be avoided, especially those with a direct window view to the street.
11. Proposed installations near schools which may impact school bus routes or young bicyclists and pedestrians should be submitted to the Hayward Unified School District for review and comment.

Design:

1. Speed humps shall extend 12 feet in the direction of travel, reaching a maximum height of 3 inches at midpoint along a roughly circular path.
2. Speed humps shall be placed perpendicular to the direction of travel, extending to each gutter lip.
3. Each speed hump shall begin to taper 12 inches from, and finish flush to, the gutter lip.

Petition:

1. A petition supplied by the Transportation/Development Section shall be submitted containing the signatures of 2/3 of the property owners along a street or street segment, and each of the property owners immediately adjacent to each proposed hump location. Only one signature per address will be accepted. A street segment is a portion of a street between boundaries defined by the requesting petitioners. **DO NOT SUBMIT A PETITION UNTIL YOU RECEIVE THE PROPER FORM FROM THE CITY.**
2. A separate petition must be received for each street or street segment.
3. Petitions shall be submitted to the Transportation/Development Section for consideration.

Signing and Striping:

1. Modified "Bumps Ahead" (30" x 30") warning signs shall be placed approximately 250 feet in advance of the first hump from each approach.
2. "Bump" (30" x 30") warning signs with "15 mph" advisory speed limits shall be placed within 50 feet of each hump.
3. White "Bump" pavement markings 8 feet in height shall be installed adjacent to each "Bump" warning sign.
4. Each hump shall be marked with 6" wide, white "zigzag" type markings as shown in the specifications. Raised pavement markers shall be placed on the centerline, positioned on the crest and in front of the hump from both approaches.

Speed Hump Removal:

- 1.Speed humps shall not be considered for removal within the first two years of installation.
- 2.In order to be considered for removal, a petition containing the signatures of 2/3 of the property owners along the street must be submitted to the Transportation/Development Section. Only one signature per address will be accepted.
- 3.The cost of removal of speed humps shall be borne by those parties signing the petition for removal. Actual removal of existing humps will not take place until an amount equal to the estimated cost for removal is received by the City from those signing the petition.

Priority List:

- 1.Each request for speed humps will be analyzed as staff time permits after receipt of a completed petition and placed on a priority list. Full funding from a non-city source (i.e., petitioners, developer, etc.) precludes the location's inclusion on the priority list and may expedite installation. Ranking on the priority list will be based on scores calculated as follows:
 - a. 1 point for each percentage point of vehicles exceeding the speed limit.
 - b. 1 point for every 100 vehicles over 1,000 Average Daily Traffic volume.
 - c. 5 points for locations within one block of schools or parks.
 - d. 1 point for each percentage point of households approving speed humps.
 - e. 5 points for each speed related accident on the street (not involving DUI).
- 2.The priority list shall be reviewed every two years. The number of speed humps installed in any given year will depend upon available funding.